

TOMAH SPARTA

RACEWAY

2017 Rules and Regulations

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TSR-RULES-v17.054

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RULE CHANGES AND UPDATE TRACKER

v17.054 (Built from TSR-Rules V16.072)

Tomah Sparta Raceway

2017 GENERAL RULES & SPECIFICATIONS

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

The race director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

PROMOTIONAL RELEASE

Any competitor who wishes to compete, consents to the use of his name, pictures of himself and his car for publicity, advertising and endorsements both before and after the events, and relinquishes any rights to photos taken in connection with events, and consents to the publication or sale of such photos as the Raceway so desires.

A WALK THROUGH A NIGHT AT THE RACES

1. It is best to register your car the week before you intend to compete, although you may register the day you plan to race. Registrations are required each season. Go to the Pit Registration Office (building at the entrance of the pits). Tell the person on hand that you are ready to begin racing. Fill out the forms she or he gives you. (Remember-minors will need a special form) and he or she will assist you in selecting a number for the car (it's best to call the office for car number availability in advance).
2. On the night you are ready to race, come to the pit entrance building and register for the night if you have not already registered. Prior to every program it is necessary to secure a "Pit Pass" for pit entry. You must read and sign the "waiver and release". You may take a copy of the waiver and release form with you to read at any time. Proceed to the area of the pits and if you have not pre-arranged a designated parking space, please contact one of the pit officials. They should be able to show and tell you where to park, or find the correct person who can help you. Pit parking assignments take place at the orientation meeting (Late March / Early April), and after that, they are filled on first-come, first served basis.
3. Locate one of the Tomah Sparta Raceway Technical Staff to inspect your car, or he will tell you when and where Inspections are to be held. Your car must be approved prior to competing in any events (including Time Trials).

4. Locate the race line-up board. It is on the back of the Tech building. It is from this board that the line-ups and order of races are posted.
5. Now...It's time to Hot Lap. Provided you have made arrangements with the Tech Staff, get in your car, get ready to race - belts, helmet, shoes, and uniform in place - proceed to the track entrance. In most cases, a staff member will be here to check you and tell you when to proceed to the track. Hot Lap Sessions rotate by division, and are announced over the pit public address. It is currently the procedure to pull to the inside groove of the track and take several slow laps familiarizing yourself with the track. When you feel ready, and green light and flag are shown, speed-up and move into the upper grooves.

*****NOTE: AT ALL TIMES WHILE ON THE TRACK - BE AWARE OF WHAT IS GOING ON AROUND YOU - WATCH THE FLAGMAN, THE CONTROL SIGNALS, AND THE TRAFFIC.** When your session is complete, the flagman will wave the checkered flag.

6. After hot laps, return to your pit and wait for your division to be called for Time Trials (For Some Race meets Time Trials are eliminated). It is your responsibility to go when your division is called - **YOU WILL NOT BE CALLED INDIVIDUALLY.** Know when it is your turn to qualify, as a different "car number" is drawn to start each week's session. Cars qualify in order by car number. No warm up laps will be given to those that arrive late before qualifying.
7. Time Trials - Proceed to the back stretch of quarter mile (or designated staging area). When the official gives you the signal, pull out on the track and proceed around ready to get the green as you cross the Start Line. Make one complete lap (You are on the clock) and watch the flagman as you end your first lap - If checkered is displayed, proceed back to the pits. Watch the Flagman. Have your scanner on and Listen to the officials. The top five are held in the turn four staging area until the completion of qualifying.
8. The races are lined up according to time or points average so now watch the line up board for your number in a race for your division. While the race before yours is beginning, you should be in your car and lining up in the Staging Area (located behind Tech building), in order shown on the board. When examining the board look at who is ahead of you, next to you, and behind you so you know where to line up at. Proceed on to the track when the staging staff gives the signal and realign yourself as you pull up to the start line. A note: We will never hold or delay a race while you are getting ready; get staged in plenty of time and have all your gear in place before entering the track surface. If for some reason you would like to or need to start at the back of your race, please tell an official.
9. **THE BIG MOMENT...**One thing we can't tell you is how to race so do your best but remember the following items. Watch the flagman...Know what the flags mean...if your division requires a scanner, be sure it is on and working....be alert and be aware...and **GOOD LUCK!** Have Respect for the track, your competitors' cars, and others' property.
10. Payout...When the races are over, if you have won any money, it can be collected at the designated payoff window. The pit stewards will announce when payout is ready.
11. Thank you for choosing to race at Tomah Sparta Raceway. Read the rulebook, know and respect all the rules, have fun, and if you don't know...**PLEASE ASK!**

GENERAL RULES

This general rule section applies to each and every racer, mechanic and/or pit personnel. Some items, obviously, do not apply to each class - you can easily determine which rules do not apply to you. You are expected to know the rules; ignorance will not be tolerated as an excuse.

GENERAL RULE STATEMENT

“THE RULES AND/OR REGULATIONS SET FORTH HEREIN ARE DESIGNED TO PROVIDE FOR THE ORDERLY CONDUCT OF RACING EVENTS, AND TO ESTABLISH MINIMUM ACCEPTABLE REQUIREMENTS FOR SUCH EVENTS. THESE RULES SHALL GOVERN THE CONDITION OF ALL TOMAH SPARTA RACEWAY EVENTS, AND, BY PARTICIPATING IN THESE EVENTS, TOMAH SPARTA RACEWAY RACERS, MECHANICS AND/OR PIT PERSONNEL ARE DEEMED TO HAVE COMPLIED WITH THESE RULES. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND ARE IN NO WAY A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, SPECTATORS OR OTHERS.”

CONDUCT

1. Any fighting or reckless driving in the Pit area may subject the offender to suspension depending upon the seriousness of the incident and the decision of the Management. Any continuing problems from the same individual may result in permanent suspension. A fine of no less than \$100.00 may be assessed to the participants of any fight. Tomah Sparta Raceway may dictate fines and/or penalties for this offense.
2. We demand courteous conduct from all participants at all times. We do not tolerate profanity or obscene gestures in front of race fans, Officials, or Management. Profane signs on your car, sex signs, etc. are taboo; Swastikas or Nazi symbols on your car or clothes, or unusual dress or hair styles. We expect you to look like a professional and act like one! Be clean, uniformed and look respectable.
3. Penalties and fines for violation of the conduct, race, procedure, and general rules may be implemented per Tomah Sparta Raceway to all participants (Tomah Sparta Raceway members and non-members) at the discretion of the officials.
4. The possession, consumption or distribution of ANY alcoholic beverage or recreational/controlled substances at any time while in the restricted areas is strictly prohibited.
5. Officials will use the Tomah Sparta Raceway procedure on ALL participants as it relates to alleged use, distribution or possession of drugs, narcotics or alcohol. By entering the restricted area, all participants agree to accept this policy and procedure Penalties are determined by the Tomah Sparta Raceway officials.
6. At any time the display of any type of weapon or threat of bodily harm, may result in permanent suspension for the entire racing crew and may result in arrest of all parties involved.
7. When in the Pit Area, maintain a constant watch for your own protection. Drivers: Speeding through the Pit area is dangerous to everyone, and will not be tolerated!
8. For any race team, including but not limited to: driver, crew member, spectator, or relative that is associated with a race team - that suggests, makes threats thereof, and/or participates in any litigation against the Tomah Sparta Raceway et al, will forfeit the privilege of participating or attending any events at the Tomah Sparta Raceway for a time specified by the raceway management.

9. Social Media is a product used to promote the track and racing. Any driver or team that uses our social media or personnel social media to 'bash' or trash talk the track, may be subject to a \$20 compounding fine before being allowed to enter a race event.

BENEFITS AND INSURANCES

1. Participants legally entering the pits and/or restricted areas are covered by insurance for specific limits. When involved in an accident involving an injury, advise the racing Officials in charge so the necessary insurance forms can be handled properly. **NO CLAIMS WILL BE CONSIDERED UNLESS REPORTED PRIOR TO LEAVING THE RACEWAY PROPERTY THAT DAY / NIGHT / EVENT.**
2. For All participants: Any insurance claim filed on any injury sustained on Raceway property must be filed through your insurance carrier first.
3. Posted on the Pit Office wall is a certificate of benefits which covers everyone signed into the Pits. Call us or discuss any aspect of the insurance at any time. You and your crew members are covered with as broad benefits as the racers in the major racing associations in the U.S. If any question or problem comes up about benefits, contact the Raceway Management.
4. When involved in an accident involving an injury to you, advise the racing officials immediately so the necessary reporting will be accomplished. Contact the safety crew and give him a full report before you leave the Raceway. If physically unable, your crew must be responsible for this report.
5. Ambulance transportation fees are NOT covered by Raceway insurance.

LIABILITY INSURANCE

Our liability insurance insures the race track, the car owner and Sponsors. (Certificates are available for review by sponsors. Policy reviews and/or additional insured's can be arranged at prevailing cost.)

GENERAL INFORMATION

Every driver must inspect the racing surface and the race track to learn of any defects, obstructions, or anything which, in his opinion, is unsafe and they shall report that condition in writing to the Raceway Management. Any driver entering any racing event is considered to have inspected the track and all conditions are satisfactory to him/her...if not, **DO NOT RACE**. The participant further indicates that they are aware that auto racing involves risks and assumes the risks with full awareness and knowledge.

1. The Raceway assumes no responsibility for damage to or loss of your equipment, vehicle, tow vehicle, or any parts by any means whatsoever.
2. Passing "tech" does not imply your car is free of defects. You are personally responsible to be sure that your car is safe and race ready.
3. **MINORS:** See us well in advance so we may prepare the necessary minors' releases for your parents' or guardian's signature. Don't wait till race day!! (10 yrs. thru 17 yrs. for pit entry)
4. Benefit and insurance questions must be presented in a timely manner.
5. We recommend you familiarize yourself with available benefits and insist that you understand the waiver and releases.
6. No children age 9 and under are allowed in the pits or track at any time. Parent and guardian must sign for all persons under 18 years old. Every one of all ages is welcome to the pit area following the racing events to visit the drivers, see the race cars up close, and get autographs.

PERSONAL SAFETY EQUIPMENT

1. Each Competitor is solely responsible for the effectiveness of personal safety equipment used during an Event. TRACK OFFICIALS, OR THE PROMOTER ARE NOT RESPONSIBLE FOR THE EFFECTIVENESS OF ANY PERSONAL SAFETY EQUIPMENT.
2. Each Competitor is expected to investigate and educate himself/herself fully with respect to the availability and effectiveness of personal safety equipment available.
3. All entrants are recommended to have in their garage or pit area, if any, as part of their equipment, at all times, a fully charged minimum 10 pound dry chemical or its equivalent fire extinguisher with a visible, operating pressure gauge.
4. Helmets: Drivers are required to wear at all times on the race track a helmet, with a performance rating no less than SA 1995 or SA 2000 Standard Snell Sticker.
5. Drivers are required to wear eye protection for all divisions.
6. Drivers in all divisions are required to wear flame retardant gloves at all times.
7. Seat belts must be used and engaged for all events, and at any time vehicle is on racing surface.
8. No person will be permitted to ride on the outside of any car or ON any trailer or hauler at any time.
9. Nomex driving suits required for any division competing weekly. Nomex shoes are required for all Late Model drivers. At minimum, all other drivers shall use leather or other flame retardant shoes. Nomex driving suits are recommended for all other divisions. At minimum, flame retardant clothing required for all other drivers.

PRACTICE & TRACK RENTAL

FOR ALL PRACTICE AND TRACK RENTALS, EVERYONE ENTERING PIT AREA MUST SIGN WAIVER AND RELEASE OF LIABILITY. Anyone who is sub-leasing the track for testing, practicing, and/or any other activity, is the party whom is responsible for everyone entering the restricted area to have signed the waiver and release. The waiver and release must be signed by everyone inside the restricted area prior to any car entering the racing surface or restricted areas. Failure to do so may subject your race team to monetary fine, and/or loss of future sub-lease (track rental) opportunities.

1. WEDNESDAY PRACTICE

- A. Held every Wednesday, starting the third Wednesday in April, and ending in September. Open practice sessions start at 5:00 p.m. and run until 7:00 p.m. Cars are to line up in the staging area to await their rotation. Each car is allowed a maximum of 8 laps per rotation. Cars may re-enter the line as many times as time permits.
- B. Other scheduling may preempt practice days.

2. TRACK RENTALS

- A. The track is available for exclusive use at other times. Call track office first for availability and reservation.
- B. Rental times are Half Day: 10 a.m. until 1:15 p.m. or 1:15 p.m until 4:30 p.m., or full day 10 a.m. until 4:30 p.m., M-F.
- C. There are no evening or Sunday rental periods. MUST CALL TO RESERVE TRACK TIME and to check availability.

- D. Rental fee is PER CAR. Contact Raceway for a rental fee pricing. Discounts may apply for multiple teams on the same rental date. Teams that do not compete weekly are assessed a 30% Track Maintenance Surcharge.
- E. A \$25.00 “clean-up” may be charged if area is not returned in like manner.
- F. Multiple cars may be allowed during a track rental session. ONLY one car on the track at a time, at ALL TIMES.

NOTICE

Before entering the pit area, unloading a car or any other activity, all drivers and participants must complete rental forms and waiver / release forms at track office. Driver is responsible for any associated persons with his team for signing the waiver & release of liability. Failure to do so will end session, forfeit all money paid and be subject to a cash fine.

GENERAL POLICY

1. ANY DISAGREEMENT OVER TECHNICAL QUESTIONS OR OPERATIONS WILL BE RESOLVED BY THE RACING OFFICIALS AND MANAGEMENT. WHEN THEIR DECISION IS RENDERED, SUCH DECISION IS FINAL AND BINDING.
2. The Raceway Management and Officials will establish the length, frequency and administration of all events and programs and when their decisions are rendered, that is FINAL AND BINDING. Exceptions to the rules and specifications may be made on a temporary basis at the discretion of the Raceway Management.
3. The Management and Officials will determine all finishing positions and their decision is final!
4. Any complaints, disputes, questions or problems must be directed to the Raceway Management immediately following the event for their action.
5. It is the duty of all drivers, car owners and mechanics to bring to the attention of the Officials any unsafe equipment or practices, or any rule infraction of any car or driver.
6. Continuous developments in racing may necessitate changes that we cannot anticipate at the time rules are formulated. Hence, we may, if necessary, update, modify and add to, or delete rules. The “Except in Rare Instances” (E.I.R.I.) rule is always applicable. E.I.R.I. is in effect at all times.
7. Shoes, shirts and pants are required on all personnel at all times in the pit area.
8. You must be 16 years old to participate as a driver in any weekly or organized division competing at this raceway, 15 year old drivers are allowed to compete with raceway approval. Touring series drivers restrictions are subject to individual series’ rules.
9. Every racer is expected to participate in every event in which is possible for him/her to run. When a racer refuses to participate because of his disagreement with the length, type, or style of the race he is subject to suspension for a period determined by the Management.
10. Any car involved in a serious accident, may be impounded by the raceway or by the sanctioning body.
11. ALL CARS MUST BE NEAT APPEARING WITH A GOOD PAINT JOB. A number of at least 20 inches or more in height and 18 inches in width must appear on both doors of the car in contrasting color. Cars must display rooftop numbers of 24 inches high readable from the right side. No metallic or foil numbers are allowed. Driver’s last name and number must be lettered in white on top center of windshield. Be sure your car looks great from a distance as well as up close so fans and scorers can easily identify your car on the track.
12. For all divisions, two tow-cables or hooks must be located on front and rear of cars.

13. This rule book does not address all aspects of a race car in detail. Any variance or interpretation to the rules is the Techman's discretion - not yours, thus any part, altered part, item, equipment not specified or approved by Tech Officials, will be declared illegal.

RACE TRACK OPERATING PROCEDURES

1. The only people allowed on the racetrack and outside the infield pit guard rail are Racing Officials and Raceway Management. Everyone must stay away at all times unless requested to assist for some special reason. Drivers may seek a place of safety in the infield following disablement...when crashed, stay in your car. DO NOT get out and inspect the damages on the track. NEVER EXAMINE YOUR CAR WHILE THE CARS ARE RACING ON THE TRACK!! Pit crews, car owners, and personnel related to any car are not allowed on the track following an accident or injury.
2. Do not enter the racing surface without express authorization. Official will O.K. your entry at the track entrance(s) and signal for you to proceed (i.e. cross-over to pits and exit).
3. The track may not be used for practice at any time other than designated in these rules.
4. Any competing vehicle whose speed has been reduced to a point where it causes a safety problem or slows track activity may be removed from the racing surface at the discretion of the Officials. Watch for black flag or listen to scanner.
5. Our racing program is based on the availability of enough vehicles qualified. If this number is not available, alternate scheduling or programming will be used. Racing events will be "lined up" in various ways to accomplish the best racing program.
6. A driver may change cars (with approval of tech officials) prior to start of race. (Start of race is the field accepting the "one to go" (until green flag) signal by the flagman). Driver must start at rear of field. Any variations of this rule must be approved by the Director of Competition and/or Management.
7. A driver may re-qualify an additional car. However, doing so disqualifies the first car and the qualifying time.
8. No driver may get out of his car on the track or infield to argue or discuss the race with the Starter or Officials. If this rule is violated, the driver may be disqualified for the event or suspended according to the decision of the Officials.
9. Any event is completed when over one-half of the scheduled length (laps OR time) has been run by the leader or terminated by the Officials for safety reasons.
10. Any participant who refuses to allow Tech Officials to inspect their car will be subject to the following: First refusal - loss of points and money for night. Second refusal - loss of points for year, loss of money for night, one race event suspension, Third refusal - loss of money and all points earned, suspension for remainder of year, and a \$100 fine (ineligible to compete until paid).
11. Confiscation rule in effect for ALL divisions. Any team refusing to relinquish a confiscated part will be immediately suspended from all raceway operations for a period set forth by the raceway.
12. A division may be lined up from qualifying. Any team that turns two or more (consecutive) laps during competition that are "faster" than their qualifying time is subject to a one lap penalty.
13. At no time is any team member or driver allowed to stand ON the race track.
14. A race team will forfeit two times the number of earned points and fined two times the amount of purse won per violation - for any race team, whose registered driver has been replaced before or during a race event, by any other driver, without informing the proper officials of the driver change. Fines must be paid before car and drivers may compete again.

15. A car left on Raceway property without approval for more than 48 hours will be considered abandoned and be removed at owner's cost.
16. Race teams are required to help dry racetrack in inclement weather. Failure to do so may result in loss of starting positions or race team may not be permitted to participate in the race event itself.
17. Absolutely No "for sale" signs allowed on cars while on the racetrack.

PAY-OUT PROCEDURES

1. All points shall be earned by the starting driver. All payments will be made to the starting driver, unless prior arrangements have been made in writing.
2. Payout will be made only for events actually COMPLETED. Never will any event be paid when it was not run.
3. When a program is shortened by rain or some unforeseeable or fortuitous event, yet is considered complete and no rain checks issued, payoff will be made for events completed. In this event, a lengthened feature may be run at the next practical time.
4. All race results will be announced before payout. All winnings will be paid at the designated pay-out window DRIVER MUST BE A TOMAH SPARTA RACEWAY MEMBER TO EARN POINTS AND CLAIM PURSE WINNINGS.
5. A driver has a maximum of two weeks following event held to pick-up payoff. Money not picked up will be forfeited.

TEAM RESPONSIBILITIES

At any time the conduct of any team member or driver is a discredit to the Raceway, the racing industry, or to himself, he or she may be removed from all racing activity at the Raceway. The driver is responsible for all the people associated with his car and/or signed in with the car (this includes the grandstands).

TRACK POLICY

The Tomah Sparta Raceway is private property. Any person on this property without the permission of Tomah Sparta Raceway is guilty of trespass and subject to the penalties prescribed by law. Through your registration or association, you have been given the authority and the right to be on this property in conjunction with racing activities. However, the Administration of Tomah Sparta Raceway reserves the right to revoke and cancel this authority at any time that it is felt that your presence or conduct is not in the best interests of the sport of auto racing, your fellow competitors, the fans, the management and the employees of the raceway.

HORNETS and LADY HORNETS RULES

ELIGIBILITY

1. Experienced drivers are acceptable, but previous race driving experience may disqualify you. Our officials will resolve any questions about your eligibility.
2. It is the goal of this class to have fun and race in an inexpensive way.
3. This is a beginner class and will be treated as such!!!
4. Past champions must be approved by track officials to compete in this class.

COMPETITION

In the interest of competition the track officials has the right to add weight to any car deemed to have a competitive advantage even if the car conforms to the stated rules. Officials to determine how much weight will be added. This will be added after any feature event and the weight will be added to the total weight of the car at the time of the event. The car must be within 1 percentage point with front end percentage and right side weight after the penalty weight has been added.

ELIGIBLE MODELS

Any 3 or 4 cylinder compact car. Maximum wheelbase of 104".

INTERIOR

1. Quick release steering wheels allowed.
2. Racing seats required.
3. Interior floor pan must be complete. No holes.
4. All airbags must be deactivated.

BODY

1. Sun roof openings must be closed with steel.
2. Remove all glass except windshield. Broken glass must be cleaned from inside car before arriving at raceway.
3. Driver's door must be chained or welded shut. Driver's door plate or minimum of 2 bars which is part of the roll cage is recommended.
4. Passenger door chained only.
5. Aftermarket front and rear bumper covers allowed.
6. Hood and trunk must be secured with hood pins only. All factory hood and trunk latches must be removed.
7. No gutting of steel body panels.
8. Working third brake light optional.
9. Stock ride height must be maintained.
10. Cars with 110 or less horsepower minimum weight is 2200 lbs. Cars with 111 horsepower and more minimum weight is 2400 lbs.

ENGINE COMPARTMENT

1. Stock engine for that make and model from carburetor to the exhaust manifold.
2. Stock transmission.
3. All insulation under hood must be removed.
4. Battery may be located inside the driver's compartment but must be covered for safety. Secured by minimum 1/8" x 1" steel strap with minimum 3/8" hardware with large head washers.
5. Exhaust complete and leak free. Maximum size of 2" O.D. must run from engine to an area behind the driver. Mufflers are required.
6. No reprogramming of ECM at all. No performance chips.
7. No Performance Upgrades.

SUSPENSION

1. Steering and suspension must remain stock. No modifications. Ride attitude must be maintained.
2. 1" camber allowed. Measured with a carpenter square.
3. No ballast may be added.
4. Rear toe must be within 1/8 of an inch in or out..

COOLING SYSTEM

Any radiator allowed which will fit in stock mounts. An overflow container mounted in engine compartment. Water only in radiator. No anti-freeze \$50 FINE

GAS TANK

If gas tank is ahead of rear axle it may remain in place. If gas tank is behind axle it must be placed with a fuel cell or marine tank (max. 6.6 gal.). Must be secured by minimum 1/8" x 1" steel strap with minimum 3/8" hardware. Must be covered in hatchback in a metal case.

TIRES

1. No 50 series, must be at least 60 series.
2. Must be DOT approved, minimum tread wear of 360.
3. No racing tires. No autocross, no SCCA approved tires, no competition DOT.
4. Only tires speed rated M,N,P,Q,R,S,T or H allowed.
5. No tires rated U,V(VR), W(ZR), Y(ZR) or Z allowed.
6. Maximum footprint of 6.5"
7. Same size and profile on all 4 corners
8. Max 15" wheels. Same on all corners.
9. No aluminum wheels
10. 1 inch lug nuts required on the outside wheels.
11. Factory stock steel wheels are required except the right front, which must be a steel racing safety wheel. Steel safety wheels will also be allowed on the right rear, as long as all four wheels remain the same size.

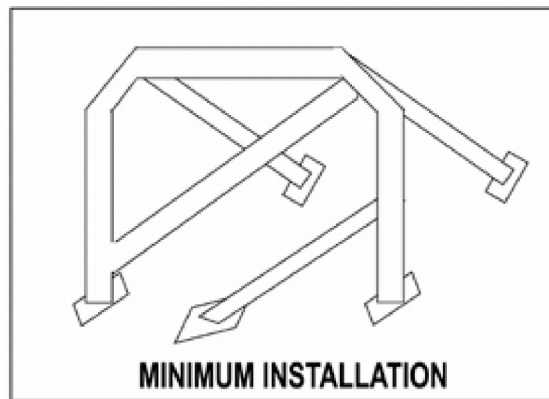
SAFETY

1. Helmet must meet minimum Sa2000 Snell approved.
2. Gloves and long sleeves required.

3. Fire extinguisher required. 2 lb. BC rated mounted in quick release bracket within reach of driver.
4. Window nets and racing seatbelts are mandatory.

ROLL BAR AND SIDE BARS

1. All vehicles must be equipped with a roll bar. The material used must be 13/4 x .095 or better milled steel. No pipe fittings, exhaust pipe, or conduit.
2. Door bar or plate **REQUIRED** for four door hard tops with no door post.
3. The roll bar must be located directly behind the driver and reach as close as possible to the roof and the left side of the car.
4. Two support bars must be added to roll bar to form a triangular, strong structure.
5. Driver compartment bracing must remain inside the driver's compartment and may not dissect, bisect or pass through either the engine or trunk firewall. Such bracing may be installed as a safety feature only and may not reinforce the body or frame or alter the geometry of the car.
6. Roll bar installation is subject to inspection which will be closely scrutinized. Refer to illustration for possible designs.



NOTE: Four door hardtops (no door post must have door bars or plate as described below.

A flush, securely mounted exterior driver's door protection plate is permitted as an option.

NOTE: Plate must be same color as car body (entire door area may be white) and properly numbered.

NOTE: The plate should overlap the front and rear door edges by at least 12 inches.

CAR NUMBERS

1. Minimum 18" high numbers in contrasting color on both doors and roof.
2. 6" number on upper right corner of windshield and on back of trunk - right side above tail light.
3. NO spray painted or "duct" tape numbers. Cars with non-legible numbers will not be scored.

GENERAL

1. All cars are subject to a minimum specification inspection at any time. It is the responsibility of the driver to prepare their car **FREE** of defects and in safe racing condition.

2. Tomah Sparta Raceway reserves the right to CLAIM any car at any time. The claim amount will be \$1000, and does not include the driver's seat or seat belts. If a claim is refused, driver will forfeit all points, and driver and car will not be allowed to compete for the remainder of the season.

ELIGIBILITY

5. Experienced drivers are acceptable, but previous race driving experience may disqualify you. Our officials will resolve any questions about your eligibility.
6. It is the goal of this class to have fun and race in an inexpensive way.
7. This is a beginner class and will be treated as such!!!
8. Past champions must be approved by track officials to compete in this class.

END OF HORNET and LADY HORNET RULES SECTION

PRO HORNET RULES

Eligible Cars:

1. Four cylinder, front or rear wheel drive COMPACT CARS ONLY.
2. No full-size cars allowed. No SUVs, cross-overs, or vans permitted.
3. Wheelbase must be between 93 – 107 inches.
4. No convertibles allowed. No all-wheel drive allowed. No all wheel steering allowed.
5. No rear engine allowed. No mid-engine allowed.
6. No turbochargers allowed. No superchargers allowed.
7. No chemical power adders of any kind (nitrous oxide, benzene, etc) allowed.
8. Four cylinder engines may be pushrod, SOHC, or DOHC. OEM stock variable cam timing is allowed on four cylinders displacing 2.4 liters or less only.

GENERAL BODY REQUIREMENTS:

Factory steel stock appearing bodies only.
 Bodies must follow original dimensions of factory production. Roof and body lines cannot be altered.
 Factory stock fire wall and floor pan required on both sides.
 No sharp body or bumper edges permitted.
 Hood and trunk lid must be pinned down.
 All glass and loose items must be removed.
 No boxing in of interior to right of driver.
 Motor and body must be same make.
 All composite/plastic aftermarket bodies will add 100lbs.

ADDED CAR WEIGHT:

1. If weight needs to be added it must be securely fastened, cannot be in driver's compartment.
2. Weight must be painted white with car number on it.
3. All weights must be lead and in no less than 5lb increments, preferably bolted in a weight box.
4. Race vehicles losing weight on the racetrack will be disqualified and weight will be retained by TSR.
5. Dislodged weight cannot be returned for weighing after the race.

CAR WEIGHT AFTER RACE:

FWD

Minimum weight 2400 lbs < 2000 cc 2300lbs
 All Cars: Maximum left-side weight 56% of total. Minimum front-end weight must be 57%.

RWD

Minimum weight- 2450lbs
 All cars 58% left side Max. Front axle 52% minimum

All weights must be properly anchored to floor pan or weight box. Weights must not be lower than bottom of frame rail.

DISPLACEMENT AND WEIGHT IDENTIFICATION:

The cars displacement and minimum racing weight for head configuration must be displayed on both sides of the hood in 3 inch tall lettering.

RIDE HEIGHT

Car must maintain a minimum of 4" ride height at frame rail.

No body panel, skirting, or lower than 5" above the ground is allowed.

No engine or drivetrain component lower than 4" above the ground is allowed.

Any car lower than these measurements per hometrack rules may be assessed a weight penalty in 2017.

TREAD WIDTH

Track width will be 73" as measured to the outside of the tires

BODY

OEM steel roof with A, B, & C post's required.

OEM or stock replacement fenders, quarter panels, doors, hood and trunk lid required.

Stock or stock appearing nosepiece required.

Maximum spoiler length 5". Spoiler may not extend outside body.

Side skirts must not be lower than rocker panel.

No air scoops or holes in hood allowed.

Front and rear bumper and bumper cover must appear stock; bumper ends must connect to body.

Stock or Lexan windshields required, all other windows (if used) must be of Lexan.

Sunroofs must be closed in with steel.

Stock appearing aluminum door skins allowed.

OEM wings permitted. No Non OEM fiberglass body panels allowed.

Composite/aftermarket made for racing bodies add 100lbs.

WINDOW NET:

All cars must have an approved rib type, made from minimum $\frac{3}{4}$ inch, maximum one inch wide nylon material with a minimum one inch square opening between the rib.,

Window net in the drives side window at all times the car is on the track.

Window nets must latch at the top of the car so that window net hangs down on door or inside door when unlatched.

The bottom of the window net must be connected to the door bars and the top should be attached to roll cage if possible.

Lexan front wind wing allowed but no deflection of wind and cannot be longer than 8 inches measured along top of the door.

FIREWALL:

Original complete factory floor pan, firewall and rocker panels with original dimensions required.

IDENTIFICATION AND MARKING:

All car numbers must be applied in bold, contrasting colors.

No reflective (mirror) material.

Door numbers must be at least 18 inches height and neatly attached to both sides of the car.

A number 24 inches high must be attached to the roof, reading from the passengers side.

Numbers must be at least 4" wide.

ENGINE

Engine LOCATION:

No motor setback or off set.

Approved Engines must be in original position for Make and Model of the car.

Solid motor mounts may be used.

Engine BLOCKS:

Must be standard production OEM block. No aftermarket blocks. Engines must have all identification numbers

PISTONS AND RODS:

RWD-Pistons must be flat top pistons, or stock configuration only. Magnetic steel rods only.

FWD- 11 to 1 compression ratio maximum.

OIL PANS AND OIL COOLERS:

Aftermarket oil pans are approved. No dry sumps. Oil coolers allowed.

CYLINDER HEADS: .

Cylinder head configuration must remain as produced (no porting, chamber work or bead blasting , etc.).

CRANKSHAFT AND HARMONIC BALANCER:

Crankshaft must be magnetic steel.

CAMSHAFT:

RWD-Only steel flat tappet camshafts are permitted. No roller cams, no hard faced overlay cams.

FWD- OEM cam drive only.

VALVE LIFTERS:

Steel hydraulic or solid lifters only.
No mushroom or roller lifters permitted.
Lifters must be original size for engine block being used.
No rev kits permitted.

ROCKER ARMS:

RWD- Stock rocker arms only, no roller rockers. Roller rockers permitted in push rod engines only.
FWD- Roller rocker arms allowed on push rod style motors.
Stock roller tip cam followers allowed on engines that came with them from factory

INTAKE:

Intake manifolds must be stock OEM only, manufactured for the engine used.

CARBURETOR SPECS:

1. The approved carburetor is the two barrel 350 CFM (Holley 7448 only).
 - a. Body of carburetor: No reshaping, polishing, grinding or drilling of additional holes permitted. The maximum size of the bleed holes in the top of the carburetor will be 0.080 inch for all four holes.
 - b. The choke may be removed, but all screw holes must be permanently sealed. Choke horn may not be removed.
 - c. Boosters may not be changed. Size and shape must not be altered. Height must remain standard.
 - d. Venturi area must not be altered or reshaped in any manner, Cast ring cannot be removed.
 - e. Alteration to allow additional air to be picked up below the opening or the venturi such as altered gasket, base plates and drilling holes in to the carburetor will not be permitted.
 - f. Base plates may not be altered in shape or size.
 - g. Butterflies: Stock butterflies must not be thinned or tapered, idle holes may be drilled in butterflies. Screw ends may be cut even with shafts but screw head must remain standard.
 - h. Accelerator pump discharge nozzle may not be changed.

CARBURETOR AND GASKETS:

Spacer must be centered on intake manifold.
No taper, bevels or any modifications will be permitted.
A one-piece two-hole paper gasket maximum 0.065 inch thickness that matches the exterior dimensions of the carburetor throttle plate must be installed between the carburetor and spacer.
A one-piece paper gasket maximum 0.065 inch thickness must be installed spacer and intake manifold.
Carburetor adapters limited to a 1.125" height.
No funneling devices or devices designed to get more air in to the engine will be permitted.

CARBURETOR JETS:

Carburetor jets must be same type as supplied by carburetor manufacturer.

FUEL INJECTION:

as produced, electronic fuel injection (including intake manifold) for the car/engine used, required.
No forced induction, ram air induction, turbo or super-charging, nitrous systems, etc. allowed.

CARBURTOR AND AIR CLEANER:

Only round type air cleaners with metal top and bottom. Top and bottom must be same size,
No cowl induction systems.
No funneling of air or heat shields.
All air shall be filtered through the filter.

AIR INTAKE:

Cowl air induction will not be permitted.
Absolutely no ducts or baffles permitted on or leading to the air
cleaner or element.

Fresh air openings or any type will not be permitted in the hood or cowl area.

IGNITION SYSTEM:

OEM ignition components only.

STARTER:

Only OEM type production starters permitted and must be in stock location.

BATTERY

Battery must be securely mounted.
If mounted in driver's compartment it must be covered.
No battery can be mounted in the fuel cell compartment.
Only one standard automotive battery, not to exceed 16 volts, will be permitted.
Battery box cannot extend below frame.

ELECTRICAL SWITCH LOCATION:

All electrical switches must be operable and must be located within reach of the driver except the labeled on-off switch which must be located on the front of the dash panel in the center.
The on-off switch must be wired to the battery cable in a manner that would cut power off to all electrical power to the vehicle.

ACCESSORIES:

No onboard computer or other recording devices.
No traction control devices.
No lap timing devices or speed sensing devices are permitted.

WATER PUMP:

only mechanical water pumps in stock location.

FAN.

Stock fans or one electric fan will be permitted on the backside of the radiator only.

RADIATOR:

One radiator mounted in the stock location will be permitted.
Aluminum radiators are allowed.
The only bracing allowed in front of the radiator is front loop
All cars will be required to have the overflow of the radiator discharge into a catch can of no less than 1 quart size.
No anti-freeze permitted.

ENGINE EXHAUST SYSTEMS:

Exhaust system must be mounted in such a way to direct spent gases away from cockpit of vehicle and away from areas of possible fuel spillage.
Headers allowed.
Exhaust must exit behind the driver's seat on either under the car or right side
Exit pipe may not stick out of body more than 1/2'.
No scavenge lines.
Exhaust must be boxed with sheet metal if it runs through firewall and above floor pan.
Effective mufflers required (100 decibel limit).

Drive Train

DRIVE SHAFT

Must be made of steel and must be painted white.
Two safety hoops made of steel and a minimum of 2" by 1/4" must go around the drive shaft
The safety hoops should be mounted 6" from the front and rear of the drive shaft.

CLUTCH AND FLYWHEEL:

OEM unaltered clutch required.
Minimum resurfacing allowed (flywheel allowed 1 lb. reduction from stock weight)
OEM manual transmission with all gears, including reverse, required.
Two 1 1/2" inspection holes, on opposites sides of bell housing, required for clutch inspection.
Stock mounted operating starter required.
HALF SHAFT-Heavy duty replacement parts allowed.

BELL HOUSING:

Safety scatter shields or plated gas pedal area highly recommended.

TRANSMISSION:

OEM stock transmission.

Straight stick or automatic transmissions.

Automatic transmissions must run torque converter.

No gutting of torque converter.

Car must be able to go forward and reverse from a complete stop.

No removing gears from standard transmissions.

REAR AXLE:

Differential housing must be stock for that make, model and manufacturer, and be unaltered.

No special order, high performance or non-OEM rear end housings.

WHEELS:

All wheels will be 13", 14" or 15" with a maximum width of 7".

Steel wheels only.

1/4" spacer plates allowed.

FWD cars backspace 4" required. Any car not meeting this measurement may be assessed a weight penalty in 2017.

Wheels must be same size per axle.

TIRES:

Hoosier 790 will be the specified tire for TSR in 2017.

Teams may substitute DOT stamped tires with a treadwear rating of 300 or greater, a 60 series or taller sidewall, and with a maximum of a 215 section width or narrower.

Wheels must be the same diameter at all four corners.

Tires must be the same type at all four corners (all Hoosier 790 or all DOT radials).

Soaking tires or use of tire treatment, including "armor-all" is prohibited.

CHASSIS

FRAME REQUIREMENTS:

Complete bumper-to-bumper steel unit-body must be retained..

From the strut tower forward the inner front may be cut out and replaced with tubing.

From front strut tower back,

Firewall must be original unitized frame.

From rear axle back can be cut out and replaced with tubing.

SUSPENSION:

RWD-

1. Steel springs that are stock appearing may be used; however, they must fit in stock mounts and location. One spring per wheel assembly.

2. Wedge bolts allowed.

3. Spring buckets may not protrude through stock floor pan.

4. Suspension parts must remain stock as provided for that make and model on both sides of vehicle, except upper A-frames or strut mounts may be altered from stock to adjust camber and caster but not to exceed 6 degrees positive or negative with driver out of car, non-adjustable rear control arms with stock dimensions and stock dimension bushings allowed. Hood may not be altered in any way due to alteration of upper strut mounts. No altering to lower A-frames and strut mounts. A-frames must be equal length right to left side. No sectioning, channeling, altering, plating or chopping allowed. No ball joint spacers. Bushings must be made of pliable material. No heim joints or monoballs allowed.

5. Strut or shock price must not exceed \$100 net, available at all normal retail outlets.

6. Any non-adjustable type shock that fits in stock mounts in stock position allowed. No coil over shocks.

7. On non-strut cars, front upper shock mount may be raised. The extended mount may not exceed 3 inches in height and must remain "on center" and "in line" with original mounts.

8. On leaf spring assemblies, lowering blocks are acceptable provided they do not alter or replace stock mountings.

9. Single piece stock appearing sway bars only. May be adjustable. One bar per car.

10. No suspension travel limiting devices of any kind allowed (bump stops, coil bind, compression/rebound)

FWD-

1. Any stock appearing steel spring that fits in original mounts in original position allowed.

2. One steel non-adjustable, nonrebuildable, shock/strut in stock location per wheel. Max. \$80 MSRP of strut/shock.

3. Spring adjusters allowed, adjustable spring spacers where shock mounts through spring, screw type where shock mounts outside spring. Coil-over threaded collars allowed on strut type suspensions. Adjustable leaf shackles allowed. Spring buckets may protrude through floor pan.

4. Suspension parts including trailing links must remain of stock type for that make and model and year chassis.

5. Upper A-frames and strut mounts may be altered for camber.

6. Lower Aframes and strut rods must remain stock.

7. One stock front and rear stabilizer bar allowed. Out of cockpit stabilizer adjusters allowed.

8. Stock trailing links required. Home built rear lower control arms of stock length, in the stock location with heim joints allowed.

9. Rear suspension cannot be tied down and must fully rebound.

SPINDLES, WHEEL BEARINGS AND HUBS: Tie rods, spindles, steering and all suspension parts must remain stock and utilize stock mounting positions

BRAKES-

RWD-

1. Stock rotors, drums and pedals only.
2. Master cylinder in stock location and mountings of pedals may be adjusted subject to approval.
3. Cars must have fully functional brakes on all 4 wheels.
4. Rear brake must be drum style.
5. One hydraulic valve "rear brake adjuster" is allowed but must not be adjustable from driver's seat.

FWD-

1. Stock brake units only.
2. Four-wheel brakes required at all times.
3. Stock rear disk brakes allowed.
4. Master cylinder and pedals must remain in stock location.
5. OEM brake rotors required.
6. No "made for racing" components allowed.
7. Brake bias adjusters allowed, must be located outside drivers compartment.
8. OEM anti-lock brakes (ABS) allowed. Wheel fans allowed. No blower motors allowed.

Fuel

FUEL:

No additives or mixing of fuel allowed.

Fuel when tested must meet track fuel in specific gravity and digitron meter readings.

Any measurements outside of the parameter means automatic disqualification.

FUEL CELL:

Single fuel cell with foam and vent check valve only. Maximum fuel cell size 8 gallon.

FUEL CELL AND FUEL CELL CONTAINER INSTALLATION:

Fuel cell must be contained in a 22 gauge steel (minimum) fuel cell container.

Fuel cell must be securely mounted in the trunk area of the car with at least 4 steel straps, two inches wide around the cell.

A firewall must be placed between the fuel cell and driver, with holes filled.

Fuel cell height can have no adjustment and a minimum of 10" ground clearance is required at all times.

Fuel cell must be filled by opening rear deck lid.

No outside fill spouts or holes in trunk lid permitted.

Vent check valve required.

FUEL LINES:

Fuel lines not permitted inside driver's compartment.

If fuel line runs through the drivers compartment it must be shielded inside a steel conduit.

FUEL PUMP:

Mechanical or electrical fuel pumps.

Electrical pumps must be wired through oil pressure switch on the positive side or through the fuel injection control unit.

Fuel pump must shut off when engine is not running with key on.

Roll cage

ROLL CAGE:

All cars must have a well-constructed, properly welded and gusseted 6-point full width roll cage made of 1 $\frac{3}{4}$ " .090 wall tubing or equivalent.

Main roll hoop must be behind driver and be reinforced with a full x-bar configuration.

Roll cage must be properly anchored to rocker box or floor with sandwich plates under each up-right.

Cage must be reinforced from left to right with bars under the dash, along floorboards, and behind driver in main roll hoop.

At least two bars must extend from main roll cage rearward to frame kick-up or beyond.

A minimum of four equally spaced horizontal bars required in driver's door, three in passenger side door.

Door bars must be connected with a minimum of two equally spaced vertical studs.

Two angular bars must connect bottom door bar to rocker box.

All welds in cage and door structure must be gusseted.

Left side door bar deflector plates of min. 1/8" steel required.

Driver's foot protection required.

FIRE CONTROL-

Minimum requirement is a 2.5 lb fire extinguisher with metal mounting brackets.

END OF PRO HORNET RULLES

STREET STOCK RULES

Pure Stock / Thunder Stock cars please contact the raceway for information on racing at TSR

BODY/CHASSIS

1. 108" minimum wheelbase, American made stock production vehicles from 1955 to 1988 only.
2. No convertibles, or pony cars. Must be front engine, rear drive only.
3. Models with a full factory frame must retain that frame in stock position
4. Unibody models not allowed unless discussed with Tomah Sparta Raceway officials prior to construction.
5. X Brace allowed
6. Chassis must remain stock, full frame bumper to bumper (exception #7 below)
7. Rear frame rails, rearward of 6" behind axle centerline, can be replaced with square tubing.
8. Frame interchange not allowed
9. Frame must be original length, width, thickness, location, etc
10. Do not cut away any material from the factory frame
11. Do not reinforce the factory frame in any way which might obstruct, cover over, relocate, change, interfere with, etc any part of the frame such as spring pockets, body bolts, mounts, etc.
12. Leave the frame stock
13. All body mounting must be in stock location and attachment
14. Frame and rocker panels must be a minimum of 6" off the ground
15. All body components, including fenders, roof, cowl, doors, quarter panels, trunk lid, etc must remain in stock location and orientation & of steel material.
16. Rear spoiler are allowed.
17. All metal interior body work, such as floor, and front and rear firewalls, must stay intact. Rusted areas must be replaced with steel of similar thickness. Seal all holes.
18. Inner door material may be removed
19. No chopping of the roof to make it lower
20. No shortening of the fenders or quarters
21. No aluminum, fiberglass body parts allowed with tech approval, except for 5" maximum width aluminum rocker panel
22. Aftermarket plastic bumpers allowed..
23. Remove all cloth, plastic, vinyl, carpet, leather, etc., and any other non-essential flammable items
24. Air-conditioning, heaters, & radios must be removed. Remove all headlights, taillights, side markers, emblems, moldings, nameplates, & associated hardware
25. Front & rear seats & associated hardware must be removed
26. Stock hood & trunk latch must be replaced with pins, hood and trunk lid may be gutted & supports may be required by tech officials
27. Removal of trunk floor is allowed.
28. No sharp objects allowed anywhere in/on vehicle
29. No front air dams
30. Radiator air deflector-3" max. Width of radiator only
31. Safety hoop MANDATORY, on front half of drive shaft
32. Steel drive shaft only, 2 1/2" minimum diameter, painted white or bright color

WINDSHIELD/SIDE WINDOWS

1. No screen or half windshield permitted.
2. Windshield may remain factory glass or be replaced with 1/8" minimum thickness lexan.
3. All other glass must be removed
4. Rear windows are allowed
5. Rear side windows are allowed

BUMPERS/RUB RAILS

1. Bumpers must be welded to vehicle
2. No cutting of bumpers or corners
3. Remove all trailer hitches
4. 1" square tubing "rub rails" allowed between front and rear wheel wells. Ends must be chamfered and capped

ROLL CAGE

1. Radiator protector no more than 4" in front of radiator and angled toward radiator
2. Radiator protector brace may be added, not to exceed 9" tall and may not extend outside the horns. Must be behind grill & immediately in front of radiator
3. All roll cage bars will be a minimum of 1 3/4" OD x .090" wall steel tubing.
4. No tail pipe tubing or water pipe allowed in roll cage
5. All cage joints require gussets welded in the corners
6. All cage connections shall be completely welded
7. Basic 4 point cage required
8. The bottoms of these bars are to be welded to the frame in the forward most corner of the interior and just behind the plane of the back seat.
9. A minimum of (2) side to side and (2) front to rear bars are required to give triangulated support to the 4 point roll cage
10. A minimum of (3) driver's and (2) passenger door bars are required
11. All bars must be welded to the frame and to each other & NOT to the metal body work
12. Must have roof center bar
13. Driver's door plate mandatory, 1/8" thick steel welded to door bars
14. No half or shorty cages
15. No bars of any kind may be mounted or extend outside the confines of the car body
16. Padding of roll cage bars near driver's head, arms & legs are mandatory, and pad steering column
17. Installation of additional cage bars and supports are allowed to add additional strength to cage

Special note: Several local and national firms produce pre-cut and pre-bent cage pieces and kits especially designed for pure stock type race cars. These products may be stronger, less expensive, and more workable than home engineered bars.

ENGINE

1. Maximum compression to 9.5 to 1
2. "76" cc style heads only. See tech official for casting numbers that are legal.
3. Maximum cubic inch: Chevy 362 Ford 362 Mopar 373

4. Flat top or dish pistons only
5. Production type steel crankshaft with normal configuration counter weights required. No lightweight crankshafts.
6. No titanium parts of any kind
7. Must have inspection plug in oil pan: 3/4" NPT located in line with second or third rod journal of crankshaft, on either side above oil level. Hole in windage tray also required.
8. Oil pan may be no lower than bottom of cross-member. Options to correct are to add square tubing to bottom of cross-member, or raise motor.
9. Number 1 spark plug must be in line with or ahead of the upper ball joint centerline. GM 108" Metric chassis with engine in stock location, deduct 50 lbs.
10. All blocks, heads, manifolds (intake & exhaust) must be cast iron and remain untouched except for boring of block. No marine or bow-tie intake manifolds.
11. All camshafts and lifters must be hydraulic. No solid or roller cams
12. Hydraulic cam/lifters only. Maximum valve lift for all engines (GM, Ford & Mopar) is .420" at intake and exhaust.
13. No rev kits, roller rocker arms. Roller tip rocker arms are not allowed.
14. Lifters must be stock type hydraulic, and as installed and adjusted must bleed down .100". No high dollar lifters allowed.
15. No aftermarket heads or manifolds
16. Maximum intake valve diameter is 1.94"
17. Body and engine manufacturer must match. All GM cars are allowed Chevy engines
18. THE TRACK HAS THE RIGHT TO DISASSEMBLE ANY ENGINE FOR ANY REASON
19. No crate engines allowed

IGNITION

1. 12 volt maximum battery
2. Stock type distributor & coil only. Firing order must not be altered.
3. No dual point distributors, or MSD boxes

BATTERY

1. Battery must be securely mounted (metal strap) behind driver in a marine style case.
2. NO BUNGEE CORDS!

CARBURETORS

1. No 2 barrel Holley 4412 only
2. 1 1/4" maximum thickness adapter and gasket combination allowed. Bore must not be tapered.
3. Carburetor must have air cleaner. No air boxes allowed
4. No tapered carb spacer plate

EXHAUST

1. Completely stock cast iron exhaust manifolds only. No polishing, grinding or alterations allowed. Manifolds must exit downward, maximum 2 1/8" outlet. Center dumps are allowed(except Corvette).
2. No headers allowed
3. Exhaust must exit rear of driver's compartment and under car to rear, not to side

4. System Options:
 - a. Dual exhaust with pipes and mufflers not to exceed 2 ½" at any point
 - b. No 2 into 1 exhaust allowed
 - c. No X pipes allowed

COOLING SYSTEM

1. Aluminum radiator allowed
2. Any radiator that can fit in normal stock location may be used
3. No modification to hood for radiator clearance is allowed
4. Some type of additional heavy duty screen must be used to protect radiator
5. A shroud around the outside diameter of the fan is required
6. Water only in radiator. No anti-freeze \$50 FINE

DRIVETRAIN

1. Automatic transmissions only
2. Working stock torque converters only, with 12" minimum diameter
3. It is recommended to install ¾" plug in rear cover above oil level, for inspection of differential, otherwise rear cover removal at the track may be required
4. Rear end must be stock for that make. No 9" Ford rear ends allowed
5. Aftermarket axle on right side highly recommended
6. All transmission rubber hoses must be sealed from driver
7. All gears must work
8. Must idle when in gear
9. All drain and inspection plugs must be safety wired. \$50 fine for oiling up the track.

SUSPENSION

1. Front suspension components such as control arms, struts, hubs, etc. must remain stock and in stock location, mounted in stock position and manner for that make, model, and year. No after-market ball joints allowed. Oversize ball joints may be used. However distance from control arms to spindle must match stock for that make and model. Reaming of spindles is permitted in order to accomplish this.
2. Poly bushings allowed.
3. No rear sway bar components
4. Rear Suspension – stock only
5. Front sway bar must be mounted to frame in stock location. No shims allowed. Adjustments are to be made with the bolts in between sway bar eye and lower control arm. Maximum of 1 ¼" diameter sway bar. Sway bar must not be tubular, must be solid one piece bar.
6. One stock style shock per wheel, mounted in stock position, location and manner, non adjustable, non rebuildable, with 5/8" or smaller diameter shaft. Valving must be stock off the shelf, nationally advertised.
7. No tie rod or heim end shocks
8. Any steel spring that fits in stock location allowed
9. No adjustable (threaded type) spring spacers
10. Add stackable shims only, (allowed on front and rear springs)

BRAKES

1. Stock brakes only
2. No drilled, vented, j-hooked or directional vane rotors, (Coleman hubs OK)
3. No rear disc brakes
4. Brakes must be in working condition at all 4 wheels
5. Brake type must be stock for that make and model on all 4 wheels
6. One stock master cylinder only
7. Brake pedal must operate normally and be in stock location
8. Single piston calipers, no aluminum components of any kind
9. No made for racing brake calipers
10. One brake proportioning valve allowed, stock only
11. Wheel fans and brake blowers (electric fans) are not allowed

WEIGHT

1. Minimum weight is 3400 lbs, with 53% minimum front, 42% minimum right side, with driver.
2. All added weights must be painted white and lettered with your car number. No tungsten, lead shot, ball bearing, or liquid type allowed. No moving weight or weight moving devices allowed.
3. No weights are permitted to extend or hang below frame

FUEL and FUEL TANK

1. Steel fuel lines only. NO PLASTIC, RUBBER, COPPER, & OR ALUMINUM FUEL LINES!
2. Vacuum fuel pumps only, no electric fuel pumps
3. Stock fuel tank must be removed. Fuel cells MANDATORY, 16 gallon maximum and must have 1/8" deflector plates on sides and rear
4. Fuel cells: must be securely mounted to the frame, be painted red, and be mounted so bottom of cell is a minimum of 11" above ground
5. Vents must contain rollover valves to prevent spillage
6. Fuel cell must have 1 3/4" diameter protector bar on rear, braced back to frame and extend below fuel cell
7. Gasoline only, no oxygenated additives allowed.

WHEELS and TIRES

1. Used S800 tires only.
2. Maximum wheel width is 8". ARE ALLOWED TO USE 8" WHEELS, WITH BACK SPACING OF 2" TO 5"
3. Stock wheels allowed on left side, steel racing wheels required on right side
4. Must use large 1" lug nuts, minimum five per wheel, threads must be visible on outside of lug nuts
5. Minimum wheel weight 19 lbs
6. Wheel offset (backspacing): 2" maximum. (1" back spaced wheels not allowed)

SPECIAL NOTES

1. This division is meant to be an entry/learning level to racing. Drivers with experience in Late Models or higher divisions will not be allowed to compete in this division. At the promoter's discretion noticeably

superior cars may be subject to a handicap penalty consisting of weight and/or percentage changes. Rules trickle down from higher divisions, which means if it's not legal in a Late Model, don't expect it to be legal here, etc.

2. Ford and Chrysler vehicles will be allowed some variations to improve competition. ALL MODIFICATIONS MUST BE APPROVED BY TRACK OFFICIALS.

SAFETY

1. Helmet Snell SA-2005 (SFI 31.1 2005) or newer. Snell "M" helmets not allowed. Eye protection mandatory.
2. 3" minimum width lap and shoulder harness, 2008 or newer. Crotch strap required.
3. Belts must be anchored to roll cage or frame. Belt anchors must swivel or be bolted solid pointing in same direction as when driver is belted in. Grade 5 hardware required.
4. Shoulder harness must not be anchored lower than 2" below driver's shoulder height
5. Head and neck restraint, 6-point belts (double crotch strap) recommended
6. Fire retardant driving suit and gloves MANDATORY, driving shoes are recommended
7. Approved aluminum driver's seat required, must be mounted to frame or cage as far from door bars as practical. Rib rest must remain flexible. Headrest support at rear of seat required.
8. Shoulder supports and head supports on right and left sides of seat recommended
9. Driver's compartment must be sealed off from engine compartment and fuel container
10. Access to driver from right side by emergency personnel required
11. Securely mounted fully charged fire extinguisher, dial type required
12. Ribbon or mesh type window net with seat belt style release at front top cage upright required
13. Clearly labeled kill switch accessible from both sides of car required
14. Tomah Sparta Raceway officials will monitor items related to safety, but ultimately it is the responsibility of the driver to monitor, maintain, and update his safety equipment.

MISCELLANEOUS

1. No tire treatments
2. No Nitrous Oxide, superchargers, turbochargers or fuel pressure systems
3. No aluminum blocks, heads or dry sump oil systems
4. In any and all circumstances, if part of your car is deemed by the tech staff not to support the stock specifications, it will be declared illegal at that time. You will lose points and money for the night. All parts in question must be removed immediately.
5. No anti-freeze: \$50 FINE!
6. Two way radios are not allowed, one way "RACEceivers" required.
7. Team driving will be allowed, maximum of one car with two drivers per team. Championship points will be awarded to this team using the same rules as for individual driver cars. Teams wishing to do this must register as such with the promoter before the first night of the racing season. Each driver must race a minimum of three nights.
8. Championship points will be awarded per your finishing position. If drivers are disqualified, drivers behind them do not advance.
9. Tow Hooks: on front and rear required, painted bright color and/or labeled as TOW HOOK
10. Traveling cars will need to fill out home-track weight requirements.

APPEARANCE

1. A professional appearing paint job in an attractive color required. All lettering must be professional and in good taste. No duct tape or shake 'n spray numbers.
2. 18" high numbers on both doors and roof (readable from right side)
3. All dark colored cars must have ample light colored lettering or numbers to improve visibility
4. Headlight orbits must be tinned over and finished out. Attractive grille areas required.
5. No profanity/offensive lettering allowed.

INSPECTION

1. All cars are subject to inspection ANYTIME before, during, or after a race
2. Officials reserve the right to disqualify cars, require changes, confiscate illegal parts etc. The decision of the officials is final, and will be based upon fair play, safety, and to protect the "Spirit of Stock Car Racing"
3. Any interference with any official(s) and his/her duties will result in an automatic disqualification
4. Official's decisions will be based upon fair play, safety, and to protect the "Spirit of Stock Car Racing"
5. Disqualification (except weight violation) is retroactive to ALL previous events competed in that race meet
6. Non-compliance with the rules outlined here will subject the participants (owner/driver) to disqualification
7. All non-complying components will be seized by track officials
8. Any driver/owner refusing to allow the track officials to inspect a car will lose points and money earned and will have the subject car impounded until inspection is performed with crew chief and driver present
9. Owner/driver must provide tools

END OF STREET STOCK RULE SECTION

SPORTSMAN RULES

GENERAL

NOTICE

All equipment is subject to the approval of Tomah Sparta Raceway officials. No equipment will be considered as having been approved by reason of having passed through inspection unobserved. Any equipment which does not conform to specifications, intent or tolerances contained in this Tomah Sparta Raceway rulebook, will not be eligible for approval.

INSPECTIONS AND PENALTIES

1. The racing officials and management will resolve any disagreement over technical questions or operations. When their decision is rendered, such decision is final and binding.
2. Competitor Obligations - A competitor must take whatever steps are required, including teardown of the car, as requested by a Tomah Sparta Raceway official to facilitate inspection of the car. Failure to submit to inspection, or take all steps requested of inspection shall result in immediate disqualification, suspension of the driver and car owner and/or a cash fine.
3. All competing cars will be subject to technical inspections at each event throughout the season at a time and interval determined by the Director of Competition. No forewarning will be made.
4. Any car not conforming to the rules will be subject to several method penalties:
 - a. Car may be disqualified, forfeiting all points for the event, plus any moneys earned during the race meet.
 - b. Points and moneys may be forfeited in the amount and severity decided upon by the Director of Competition.
 - c. Additional weight may be required to be added as determined by the Director of Competition. It may be doubled if the infraction is not corrected by the next race meet. If not corrected by the 3rd meet, the car will be disqualified.
5. Continuous developments in racing may necessitate changes. If necessary, we may update, modify and add to or delete rules. The NASCAR "EIRI" (except in rare instances) rule is always in effect and applicable.

GENERAL

1. At any time, before, during or after an event, officials may require additional measures or equipment or make additional determinations, as they deem necessary to further reduce the risk to competitors.
2. All cars are subject to a minimum specification inspection at any time. It is the responsibility of the driver to prepare each car FREE of defects and in safe racing condition.
3. A quick release type approved safety belt of no less than three (3) inches in width is mandatory. Both ends must be fastened to roll bar cage with aircraft quality bolts not less than 3/8 of an inch in diameter. A steel plate may be welded to the roll bar cage on the right side of the driver so the belt can be brought down in such a manner that it will prevent the driver from sliding from side to side under the belt. The belt must come from behind the driver. Shoulder harness inertia reel not allowed. Belts must show manufacturer's production date within two years.

SPECIFICATIONS**WHEEL BASES AND ELIGIBLE MODELS**

1. Any 1960 or newer American-made non-convertible passenger car with wheelbase over 108-inches (Ford and Chrysler over 104-inches).
2. Wheelbase must be within 1-inch of stock. Maximum tread width 63 ½ -inches, measured center to center of tires at spindle height (front and rear).

BODY AND APPEARANCE

1. General
 - a. Body must remain in factory location, and be stock appearing.
 - b. No setback bodies will be allowed.
 - c. No holes in hood or deck lid other than for pin type fasteners, (also see section 2-8 air intake rules)
 - d. Body behind rear tires may be no lower than rocker panel height.
 - e. No dirt style or truck bodies.
 - f. Rear spoiler maximum dimensions will be 5" high and 60" wide with no side wings or front mount supports, a maximum height of 40" from the ground.
 - g. The leading edge of the front spoiler will not be ahead of the front bumper, (some variation will be allowed due to the use of aftermarket plastic noses) and have a minimum ground clearance of 4". All measurements are taken with the driver in the car.
 - h. Unsafe or unnecessary modifications will not be allowed and are subject to the judgment of the tech official.
 - i. The entire back end of car must be covered with material so as to make it look stock appearing
2. Stock Steel Bodies
 - a. Any OEM body with a minimum wheelbase of 104" and is of mid-size origin and placed on a stock OEM frame.
 - b. Stock plastic grills must be removed and replaced with sheet metal or mesh.
3. Aftermarket Bodies
 - a. After market short track steel, fiberglass, plastic or aluminum bodies (no year restriction) will be allowed as long as they are of mid-size origin and placed on a stock OEM frame.
 - b. No light weight fiberglass or carbon fiber

WINDSHIELDS AND GLASS

Stock or Lexan windshields required, all other windows (if used) must be of Lexan.

ENGINE LOCATION

Chevy engines must be located so that the furthest forward spark plug is in line with or ahead of the upper ball joint centerline. All other engines allowed a 2-inch set back. Minimum crankshaft centerline height 10.5" (front and back). Maximum offset (right-left) 3".

ORIGIN

Engine must be of same manufacturer as chassis and body.

ENGINE DISPLACEMENT

Maximum displacement 362cid (Chrysler products 368cid).

ENGINE BLOCK

1. No aluminum blocks
2. A minimum of zero deck height required.

ENGINE PISTONS / RODS

1. Flat top pistons required.
2. Magnetic steel connecting rods only. Rod journal minimum diameter 1.900"

OIL PANS/OIL SYSTEMS

A 3/4"NPT inspection hole in oil pan required. Inspection hole must be located in line with second or third rod journal of crankshaft, on either side of pan and above sump area (oil level). Hole in windage tray in line with inspection hole required.

CRANKSHAFT

Production type steel crankshaft with normal configuration counter weights required.

CYLINDER HEADS

1. Stock or stock replacement cast iron unaltered heads (no porting, polishing, acid dipping, or gasket matching allowed) required. No aluminum heads allowed.
2. The only stock replacement heads allowed are World Products SR I052 #4266B and #4267B.
3. Minimum combustion chamber 62cc, maximum 2.02-inch intake and 1.6-inch exhaust valves required.
4. Maximum of two valves per cylinder.
5. No Bowtie, Vortec or 18-degree heads allowed on GM products.
6. Valve spring retainers are the only titanium parts allowed.

INTAKE MANIFOLD

1. Completely stock passenger car 2-bbl. cast iron intake and exhaust manifolds required.
2. (Edelbrock Performer #2101 or Edelbrock Performer RPM #7101 allowed)
3. No grinding, polishing or altering allowed.
4. No Bow-Tie manifolds.
5. Internal heat riser crossover must remain in place.

CAMSHAFT / VALVE LIFTERS AND ROCKER ARMS

1. Hydraulic cam/lifters only. Must pass leak test of minimum of one hundred thousandths.
2. Maximum lift at valve: GM-.490 inch, Ford/Mopar-.520 inch.
3. Roller tip rocker arms allowed, but must retain original pivot type (ball & socket).

4. No solid lifter or roller cams allowed.

COMPRESSION

Maximum 10.8 to one compression ratio.

EXHAUST

1. Center dump and log style manifolds allowed.
2. Max exhaust manifold inside diameter 2-inches.
3. No cast iron header style exhaust manifolds allowed.
4. Maximum diameter 2½" before collector and/or muffler, 4½" maximum diameter behind muffler.
5. Exhaust must exit beneath car and behind driver, pointing downward. Effective mufflers required. Exhaust out the door may result in additional weight penalty.

CARBURETOR

1. Stock unaltered 500 CFM Stock Holley 4412 2 bbl. or 1.375" Rochester allowed on all cars.
2. No alterations except removal of choke "Butterfly" allowed.
3. Double return springs required.
4. Carburetor Rework Guidelines:
 - a. Body of Carbs:
 - i. No polishing, grinding, or drilling of holes allowed.
 - ii. Gasket surfaces may be machined for improved sealing.
 - b. The choke may be removed, but all screw holes must be permanently sealed.
 - c. Choke horn may not be removed.
 - d. Boosters may not be changed. Height, size, and shape must remain standard and unaltered.
 - e. Venturi area must not be altered in any manner. Casting ring must not be removed.
 - f. Base plate must not be altered in shape or size.
 - g. Butterflies: Stock butterflies must not be thinned or tapered. Idle holes may be drilled in butterflies. Screw ends may be cut even with shafts, but screw heads must remain standard.
5. Throttle Shafts: Shafts must remain standard and must not be thinned or cut in any manner.
6. Any attempt to pull outside air other than straight down through the venture is not permitted.
7. Jets may be changed. No dial-a-jet devices.
8. No addition of any material, such as epoxy, may be added to carb or parts except to seal vacated external screw holes.

CARB SPACERS, GASKETS, MOUNTING

1. Carb Adaptor: 1.5" max thick w/gaskets. Bores must be straight (not tapered, angled beveled or grooved). Original orientation required. No part of adaptor may protrude into plenum of Intake Manifold. Adaptors are one piece only.
2. No adapter allowed on CCMP.

CRATE ENGINES

GM 602 CCMP motor will be allowed one Holley 4 bbl 650 cfm carburetor #80541-1(with no modifications) with no adapter plate or spacer. **One single paper gasket allowed.** Weight may be adjusted for fair competition. The CCMP will use the Holley 4 bbl. 650 cfm carburetor with GM Stock 15.5lbs. flywheel and 1.625" headers. Maximum cost of

headers is not to exceed \$250.00. No stepped, 180 degree or Tri-Y headers. MSD Soft Touch Rev Control Part #018-8728 with a maximum 6400 chip required. Box must be mounted out of reach of driver

AIR INTAKE

Air cleaner required to act as flame arrestor. Air induction boxes allowed, No x-stream top plate or ram air units.

FUEL SYSTEMS

1. OEM type, mechanical fuel pump, in original location, required.
2. Steel fuel lines located outside driver's compartment required.
3. Remote fuel filter allowed.

ELECTRICAL

Stock type (HEI) ignition components only. Any coil permitted. Firing order may not be altered. No MSD boxes, dual-point distributors computer controlled or crank fired ignitions not allowed. Batteries must be securely mounted ahead of rear axle and away from fuel container and lines. All batteries in driving compartment must be in an approved sealed battery box. Maximum 12 volt system.

COOLING SYSTEM

1. Any metal radiator that does not alter the exterior appearance of car allowed. Fan protection (20 gauge minimum thickness) required. Overflow tank located under hood required.
2. No anti-freeze: \$50 FINE!

CLUTCH, PRESSURE PLATE AND FLYWHEEL

Manual transmissions must utilize stock all steel type pressure plate and steel or cast iron flywheel (min 15.5 lbs.). Clutch disc must be minimum of 10" diameter with stock full fiber disc.

TRANSMISSION / TRANSAXLE

1. Stock automatic transmission with operating 11-inch minimum diameter torque converter.
2. Torque converter post-race inspection will occasionally be required.
 - a. Option 1; install drain plug in torque converter.
 - b. Option 2; remove torque converter for detailed inspection.
3. All forward and reverse gears must operate.
4. Transmission overflow bottle required. No rubber transmission lines.
5. Transmission cooler not allowed in driver compartment.
6. A manual stock OEM transmission will be permitted.
7. All gears must be operable.
8. No 5-speed transmissions.
9. No straight cut gears or gun-drilled main shafts, no lightening of gears on main shaft.
10. All transmissions must an approved scattershield

DIFFERENTIAL

1. Rear end must be stock for that make car.
2. Ford 9" allowed, unlocked or locked by welding or spool only.
3. If using 9" ford rear-end, upper control arm mounts on frame may be raised max. 1".
4. Disc brakes allowed on floater rear ends only.
5. All drain and inspection plugs must be safety wired. \$50 fine for oiling up the track.

DRIVELINE

1. Minimum diameter 2.5" steel driveshaft required.
2. Driveshaft must be painted a bright reflective color.
3. Safety hoop required on front half of drive shaft. Driver must be protected from drive shaft entering into driving compartment.

BRAKES AND PEDAL ASSEMBLY

1. Stock brake units only.
2. Four-wheel brakes required at all times.
3. Master cylinder and pedals must remain in stock location.
4. No "made for racing" components allowed.
5. Drilled rotors not allowed (except stock replacement).
6. One brake proportioning valve allowed.
7. Rear disc allowed with floater type rear ends

FRAMES AND UNIBODY

1. GM chassis must retain original wheelbase. Ford/Chrysler may use GM Metric frame.
2. 2 Complete stock steel frame or unit-body must be retained to a point 6" behind center of rear axle. Replacement with square tubing allowed rear of that point.
3. Front stub and rest of frame must match.
4. Steel firewall and floorpan required.
5. Passenger side interior can be tinned over from top of driveshaft tunnel to passenger side door bars.
6. Minimum frame height 4.75".

MID SIZE GM METRIC CHASSIS

Lower right A-frame may be 1" longer than stock. Coleman steel hubs or full size GM spindles allowed. Steering center link modifications (to improve bump-steer) allowed. Any stock production rear end allowed, provided that lower control arm/shock mount locations remain in the stock position for the metric chassis. Rear end may not exceed 58 inches in width from axle flange to axle flange. Aftermarket or S-10 axle required on right side of metric rear ends.

ROLL BARS / CAGE

1. Driver assumes responsibility for roll bar installation and workmanship.
2. Roll bars must be padded for protection of driver. Recommended is high-density roll bar padding.
3. All cars must have a well constructed, properly welded and gusseted 4 or 6 point roll cage made of minimum 1.75" .090 wall tubing or equivalent.
4. Roll cage must have four uprights properly welded to frame.

5. Right side of roll cage may not be located inboard more than right rails of front and rear stubs.
6. Main roll hoop must be behind driver and be reinforced with a full x-bar configuration. Cage must be reinforced from left to right with bars under the dash, along floorboards, and behind driver in main roll hoop.
7. At least two bars must extend from main roll cage rearward to frame kick-up or beyond. A minimum of four equally spaced horizontal bars required in driver's door, three in passenger side door.
8. Door bars must be connected with a minimum of two equally spaced vertical studs. Two angular bars must connect bottom door bar to frame rail.
9. All welds in cage and door structure must be gusseted.
10. Driver's foot protection bar required. Left side door bar deflector plates of at least .125" steel required.
11. Front hoop must connect to front roll cage uprights.
12. Uni-body roll cage construction: contact competition director for guidelines.

SUSPENSION

1. Any stock appearing steel spring that fits in original mount in original position allowed.
2. One steel non-adjustable, non rebuildable shock, with a welded bearing , with a maximum MSRP \$85, per wheel. No heim joint shocks allowed.
3. Screw Jacks, spring adjusters, adjustable spring spacer units where shock mounts through spring (front), screw type (wedge bolt) where shock mounts outside spring (rear) allowed.
4. Spring buckets may protrude through floor pan.
5. All other components must remain stock and in stock location, except where otherwise stated.
6. Lower A-frames may have bushings replaced with steel insert type.
7. Rear Control link rubber bushings may be replaced with approved non-metallic unaltered stock replacement parts.
8. Tubular upper A-frames allowed, may relocate upper frame mount.
9. No monoball, heim joints or clevis' permitted on suspension components.
10. Aftermarket one-piece hollow sway bar allowed. No spline type sway bars. Frame mounted sway bar adjusters allowed."
11. 1" shock extenders in front and 2" in rear allowed.
12. No lift bars, rear sway bar or traction devices.
13. Non-adjustable rear control arms with stock dimensions and approved unaltered stock style bushings allowed.

SPINDLES AND HUBS

1. Stock unaltered spindles, hubs, and steering components required.
2. Coleman steel hubs allowed.
3. No lowered spindles.
4. Heim joints allowed on outer tie rod ends.

STEERING

Fabricated steering column must incorporate 2 U-joints.

GROUND CLEARANCE

Minimum ground clearance 4.75" with driver in car, at any point including spoilers, scoops, and mufflers, except front crossmember, which is 2.75".

WHEELS

1. Minimum wheel weight of 19.0 lb. - IMCA "sticker" legal.
2. Acceptable only are steel wheels with a maximum inside width of 8" measured bead to bead.
3. Black wheels MUST BE painted white, silver or yellow on complete backside.
4. Bleeder valves are not allowed.

TIRES

1. Only approved tire by Tomah Sparta Raceway is the Hoosier D800 NO GOODYEAR TIRES!!!!!!
2. No devices or material for disseminating softening materials or compounds changing composition or character of tire allowed any time. Failure to comply will result in disqualification, loss of season to date points and suspension.

WEIGHT

1. ALL WEIGHTS INCLUDE DRIVER
2. Minimum total weight is 3100 lbs.
3. Add 25 lbs. if body and chassis don't match.
4. 52% front axle, and 42% right side.
5. All weights must be properly anchored to frame rail outside driver's compartment. Weights must not be lower than bottom of frame rail.
6. Ballast must be painted white and lettered with car number.
7. Management reserves the right to alter, change or adjust weight limits at their option and add additional weight to non-conforming cars.
8. Deduct 50 lbs for 9.5:1 or less compression.
9. All weight measurements, including minimums, will be made with the driver sitting in the driver's seat, with steering wheel in place, hands on steering wheel and helmet on driver's head.
10. All "added" weight must be mounted to FRAME.
11. Minimum weight units - 5 lb.
12. All ballast weight will be painted white and numbered to car. \$25 fine for each piece that fails to comply.
13. Any loss of weight from any car for any reason, will result in a cash fine.
14. Ballast weight must meet 10" ground clearance behind rear axle.
15. Weight determined by the official Tomah Sparta Raceway scales only.

FUEL REQUIREMENTS

1. Fuel cells must be separated from the driver's compartment by a full, complete metal firewall.
2. Fuel cells must be securely mounted between the frame rails and behind the rear end. Fuel cell must be adequately protected from behind and below by a triangularly braced fuel tank guard. Minimum of two (2) 1 1/2" x 1/8" straps under and over fuel cell.
3. Cell must be protected with 1/8" steel plates on rear, left and right sides.

4. "Vent tube" must exit out the rear of the car.
5. Fuel tank must be minimum spec. tank of an outside 18 gauge steel canister, liner of plastic, or suitable rubber, sponge baffles, and boltable filler plate assembly with operable check valves.
6. Maximum capacity of fuel tank: 22 gallon.
7. 10" minimum on all cars from the ground.
8. No electric fuel pumps.
9. Regularly available pump gas or Racing Gasoline only as a fuel, no fuel additives allowed.

MISCELLANEOUS

Appearance of pit personnel must be neat and clean. Remember -- your appearance and manner is a visual statement for your sponsors and fans.

Traveling cars must fill out home track weight sheet

END OF SPORTSMAN RULE SECTION

MODIFIED RULES

BASIC RULES

Cars must be 5 years pre-raced

ROLL CAGES

1. Main cage must consist of continuous hoops, minimum of 1.666 O.D. tubing, with a minimum wall thickness of .095, must be frame mounted in at least 6 places. A low carbon or mild steel tubing is recommended. Other materials are subject to approval by Tomah Sparta Raceway. No pipe or square tubing allowed. No brazing or soldering allowed.
2. Must consist of a configuration of front, rear and top hoops connected by tubing on sides or side hoops. Driver's head must not protrude above cage with helmet on and strapped in drivers seat. Roll cages must be securely supported and braced. Foot protection bar is required. A safety vent bar is mandatory on every car. It must run from top door bar to A pillar bar. A door plate is also mandatory on every car. Door plate must be minimum 18 gauge steel, must be attached to the outside of the door bars and must go from top door bar to bottom door bar. Door plate must also run from back of driver's seat to at least five inches in front of driver's seat. Door plate can be welded or bolted to the outside of the door bars.
3. Door bars must be a minimum O.D. of 1.500 inches and a wall thickness of at least .095, a fourth door bar is highly recommended. Side bars must be as parallel with the ground as possible, and located perpendicular to the driver so as to provide maximum protection for the driver, but without causing undue difficulty in getting into or out of the vehicle. Side bars must be welded to the front and rear of the roll cage members and must be attached to the frame in at least 4 places. No brazing or soldering allowed.
4. Low-carbon mild steel tubing is recommended. Other materials are subject to prior approval. No iron pipe or square tubing allowed. No brazing or soldering allowed.
5. Bumpers must be used both front and rear. Front bumper 44" maximum width, using two parallel bars spaced no less than five (5) inches apart and a maximum of eight (8) inches apart; both bars must be completely even with each other. There may not be any square edges; all corners must be round. Front surface may be flat, NO excessive metal. Pipe must be of at least 1 1/4-inch metal and must be able to support a lift by the wrecker. No body part can extend past front bumper. Front nose piece can be plastic but no lexan.
6. Rear bumpers and bars must not extend beyond width of rear tires.
7. Rear bumpers may be constructed of pipe or flat stock, but must not have any sharp edges. No excessive metal.
8. Side rub rails must be securely fastened, consisting of one or two (if desired) parallel bars. If two bars are used, they must be connected and all corners must be rounded. No sharp edges. No excessive metal.
9. Rear bumper tubing must make a complete loop back to the frame. Bumper may be cut off a maximum of two (2) inches outside the frame rails.

BODIES

1. Any modified body or used late model body with no rear tails engine side must remain open. May utilize a flat half-windshield, with no wings, mounted to the roll cage. Must have a minimum of three (3) windshield bars in front of driver.
2. Firewall and floorboard are mandatory. Fiberglass or metal duplicates of body parts are permitted. Handmade body parts may be constructed of steel, aluminum, or fiberglass. No plastic body parts

allowed except for nosepiece, door runner and quarter panel runner. Body must be the same width front to rear, and parallel to the frame.

3. Original roof line/rake must be maintained (see body diagram in Modified section of rule book). Full size roof only, may be made from fiberglass, steel or aluminum. Must have front windshield and rear window support posts. NO SAIL PANELS OR ROOF WINGS. May use a 5 inch spoiler on the rear of the deck. No other spoilers, wings or ground effects are allowed anywhere outside or inside the car. Minimum side window openings is 12 inches measured at the lowest point at the top of the window, whether roof or roll cage, to highest point at bottom of window, whether interior or body.
4. Engine compartment will remain open (no side panels). No panel in front of right door to engine compartment, no inner panels. Hood sides may have no more than a 4 inch drop. Hood must be enclosed at the rear, maximum hood scoop height is 6 inches. Door panels can be a maximum of 30 inches from top to bottom including plastic runner at bottom of door. Front doors must stop in a vertical line at or behind engine block. Rear of body must have a solid panels the width of the body and extending straight down. Panel must be a minimum of 8 inches high and include car number; it is recommended you paint it a bright color.
5. Driver- and passenger-side windows must have at least 12-inch vertical opening.
6. No car covers or covers on suspension parts. Boot covers will be allowed on shock rods only.
7. Must have full-length floor pan under driver (20-gauge minimum thickness steel or .125 aluminum).
8. Must have minimum 2" clearance of body around circumference of all tires when car is sitting static at ride height with driver in seat.
9. Front roof post can be maximum 8" at bottom to 4" on top.
10. No full bodied cars (radiator must be behind the front crossmember).

CHASSIS/WHEELBASE

1. Factory production complete full 1960 or newer parallel American passenger car frames only. Frames may be cut in rear only at point no further than 36 inches from center of rear-end housing. No front clips or tube-type allowed.
2. Frames may not be widened or narrowed and must be able to support roll cage on both sides. Must be full and complete both sides. Front cross member must remain intact where joined at the frame rails; center of cross member may be notched for radiator and/or steering clearance only. Frame may be notched for tie rod clearance. Top of frame may be notched for A-frame clearance. Minimum frame and body height from ground is four (4) inches (exception is front cross member).
3. No Jeep, Bronco, etc. or four-wheel-drive frames allowed. No sports car frames allowed. No front-wheel-drive allowed.
4. No raising, altering or twisting of frame rails is allowed. No moving of lower front suspension mounts/holes. No intermingling of frame pieces. Minimum 4" ride height.
5. Minimum weight 2600 lbs
6. Maximum weight 2800 lbs

SUSPENSION

1. Front suspension. Any production spindle (may be modified) Any steering box allow no rack and pinion steering.
2. Rear of frame may be altered to accept leaf or coil springs. Steel springs only. No torsion bars allowed in rear.

3. No, hydraulic, ratchet or electric weight jacks anywhere in or on car. No air shocks or air bags allowed.
4. One shock per wheel only, maximum \$110.00 per shock, non-rebuildable
5. Minimum wheelbase 107 inches maximum 112 inches (no tolerance) both sides. Maximum overall width (front or rear) shall not exceed 65 ½ track width..
6. Steel swedge tubes with steel heim joints are allowed.
7. Three link suspension rule: Birdcages must be locked or welded to housing, unable to move. Bottom links must be 14 inches minimum length, two inch maximum length difference between left- and right sidebars. Bar angle must be visually parallel side-to-side with a five degree tolerance up and down. Bars must be mounted off the center of axle tube at the six o'clock position under axle tube, same distance down from the bottom of the axle tube. Solid arms only, no biscuits or springs. Arms and heim joints must be steel. J-Bar, panhard bar are allowed, minimum of 19 inches long, measured straight line center-to-center, and must be solid. Coil springs must be steel. Shocks and coil springs must be mounted in the same position side-to-side, springs mounted on top of axle. Coils must be 4.5 inch minimum outside diameter. Top link may have 2.5 inch outside diameter rubber or polyurethane bushing, may be up to 2.5 inches wide, must be round, bushing must be on front or back of solid link. Solid arms with two heim joints are allowed. Top link including heim joints must be steel. Top link can be no more than 6 inches off center of rear end housing right to left. No floating brake brackets or lift bars allowed. No independent RR suspension.
8. Leaf spring rule: Steel multi leaf springs allowed, welded mounts to housing, same amount of leaves side to side. Solid bar 3rd link on leaf spring cars. One shock per wheel, no other shocks. No other suspension parts allowed including coil springs, floating leaves, half leaves, mono leaves, or top springs. Aluminum lowering blocks and adjustable rear shackles allowed.
9. Shock rule: Shocks must be steel non-adjustable. No remote or external canister type shocks allowed. Shocks must be one piece steel body. No multi-piece bodies or bulb tops allowed. May have removable bushing on shaft end of body. Bearing holder/eyelet must be fixed to body. No Schrader or bladder style valves allowed. May have aluminum heim joint on shaft end. Aluminum shock extensions are allowed. No rebuildable, maximum \$110.00 per shock.

TIRES AND WHEELS

1. D800 series Hoosier tires only. 10 new tires only (all tires will be registered with stamped # and bar code). Unlimited amount of used tires . No softening or treating of tires is allowed. Siping, grinding and grooving are allowed.
2. Steel wheels only: maximum 8-inch wheels. No modifications allowed on wheels. Wheel spacer and/or adapter from the rotor to the rim cannot exceed 1-inch total thickness and may be aluminum.
3. All new tires must be registered by driver and given to track for the records. Both white label(barcode) and stamped date code # in tire must match.
4. Beginning of the year or first race for car and driver tires must be used or new and registered. Tire card to be made up.

DRIVE TRAIN, STARTERS, TRANSMISSIONS, BRAKES AND EXHAUST

1. Transmissions
 - a. OEM automatic transmission.. All transmissions must have an operating forward, neutral, park and reverse. All transmissions must be able to stop and idle in gear. A functioning shifter must work and be in stock location. Lock-up type converters allowed. Direct drive to powerglides ok.
 - b. OEM Manual 3 or 4 speed transmission, stock type, minimum 7 1/4" clutch direct drives

- c. Inter-marriage of transmissions is allowed (example: Ford or Chrysler engines may use Chevrolet transmission).
 - d. All transmissions must have an approved scatter shield, which must be constructed of 1/8-inch steel by 4 inches, 270 degrees around flexplate and torque converter. Four inch aftermarket SFI approved shield recommended. Aftermarket replacement bell housings are allowed and an additional scatter shield is not required if aftermarket bellhousing is used. Flywheel/flexplate/ring gear must be full center flywheel. No spoked, cut or altered flywheels allowed. No light weight flywheels allowed.
 - e. Transmission coolers are allowed but cooler and connecting lines must be shielded from driver.
 - f. Driveshaft hoop is required and must be constructed of at least 1/4-inch by 2 inch steel and must be mounted no closer than 5" nor further than 9" back from the center of the front U-joint. Driveshaft must be a minimum of 2 inch diameter, steel and painted white, and must be conventional slip yoke design.
2. Starters
 - a. All vehicles must have the capability of starting without being pushed or pulled.
 - b. Starter must remain in stock location.
 3. Rarends
 - a. Any passenger car or truck rear end maybe used.
 - b. Quick-change devices allowed. No cambered rear ends allowed. No wide 5. No light weight components.
 - c. No limited slip devices allowed. Must be a steel solid locking spool only.
 - d. All drain and inspection plugs must be safety wired. \$50 fine for oiling up the track.
 4. Brakes & Exhaust
 - a. Brakes must be operated on all four (4) wheels and must lock up all four wheels during inspection.
 - b. Exhaust system must be mounted in such a way as to direct spent gases away from cockpit of vehicle and away from areas of possible fuel spillage.
 - c. Aftermarket headers allowed. No tri-y, no 180 degrees

ENGINE

1. Maximum displacement 362cid (Chrysler products 368cid).
2. Engine protest \$100 to tech contestants only cash within 15 min of end of race (head(1)and intake)
3. Engine must have inspection hole assembly no drilled cranks, no knifing of journals, MSD billet distributor with 6 AL box and rev chip is allowed.

Tech staff reserves the right to impound motors for inspection or dyno testing.

ENGINE BLOCK

1. No aluminum blocks
2. A minimum of zero deck height required.

ENGINE PISTONS / RODS

1. Any combo 10.8 max
2. Magnetic steel connecting rods only. Rod journal minimum diameter 1.900"
3. No light weight components

OIL PANS/OIL SYSTEMS

A 3/4" NPT inspection hole in oil pan required. Inspection hole must be located in line with second or third rod journal of crankshaft, on either side of pan and above sump area (oil level). Hole in windage tray in line with inspection hole required.

CRANKSHAFT

Production type steel crankshaft with normal configuration counter weights required. NO GUN DRILLED CRANKS WILL BE ALLOWED, NO ULTRA-LIGHT WEIGHT

CYLINDER HEADS

1. Stock or stock replacement aftermarket cast iron unaltered heads (no porting, polishing, acid dipping, or gasket matching allowed) required. No aluminum heads allowed.
2. Vortec heads are allowed.
3. Maximum of two valves per cylinder.
4. Valve spring retainers are the only titanium parts allowed.
5. 1.6 roller rockers max ratio. Full roller rockers allowed.

INTAKE MANIFOLD

Single 4 bbl or 2bbl subject to change

CAMSHAFT / VALVE LIFTERS AND ROCKER ARMS

No roller cams flat tappet only. Max lift 500, no firing order changes

COMPRESSION

1. Maximum 10.8 to one compression ratio.
2. No titanium engine parts allowed.
3. Main cap girdle not allowed. Crank scraper not allowed. Pan scraper is allowed.

ASPIRATION & FUEL:

1. Carburetor - Holley 4412 500cfm 2 barrel will be used on "open" engines. Holley 4150 650cfm 4 barrel may be used on the 602 sealed crate engine. No grinding or polishing of any kind allowed. Adjustable, changeable air bleeds allowed. No milling or grinding of throttle shaft allowed, shaft must stay round. Choke and air horn may be removed; this is the only re-working allowed on gasoline carburetors, all measurements must remain stock. No other changes allowed, all measurements must remain stock. No belt driven or electric fuel pumps allowed. Must have mechanical type fuel pump mounted in OEM stock location. Replacement high-volume fuel pumps allowed but must be mechanical type.. Addition of foreign material to the carburetor is not allowed for any reason. Examples include but are not limited to glue, epoxy, silicone, etc. Linkage may be welded to the end of throttle shaft.
2. Adapter Plate - Maximum thickness between carburetor and intake manifold with gaskets and adapter will be one and quarter (1-1/4) inches.
3. The promoter or tech has the right to claim a carburetor from any car finishing the feature race in the top four (4) or lead lap positions for \$500.
4. Promoter claim is cash only.

FUEL & FUEL CELL

1. Racing fuel cells required and must be mounted by at least two steel straps that are at least 1/8" thick and two inches wide around cell. Fuel cells must be enclosed in metal container and must also be protected in rear of rectal by roll cage tubing securely mounted. No piston type fuel pumps allowed, must be stock diaphragm type.
2. No part of fuel cell should be lower than protective tubing. Protected tubing should be no wider than 6 inches on both sides of fuel cell.
3. Fuel cell size: 32-gallon maximum. Fuel capacity: max. of 16 gallons recommended.
4. No nitrous oxide or 100% alcohol allowed

ALUMINUM

1. No aluminum or exotic metal wheels, hubs, hats, rotors, calipers, A-frames, spindles, drive shafts, or weight jacks. Any other aluminum or exotic metal parts other than the ones listed under 2 are not allowed.
2. Aluminum parts allowed are leaf spring spacer blocks and shackles, and radiator. Pumps, pulleys and brackets in engine compartment are allowed.
3. Aluminum drive plates and dust caps may be used on Grand National rear ends only.

POST RACE TECH INSPECTION PROCEDURES:

1. Top (3) finishers in feature race must scale and be at or above minimum weight for the engine size. Winner scales after heat race.
2. All top cars will have a general inspection conducted by tech officials.
3. By use of a random draw procedure, the first place driver will select the position number (1 thru 5) of the car that will have a more detailed inspection conducted.
4. Track officials reserve the right to conduct a tech inspection on any car at any time.
5. The detailed inspection may include but not limited to the following (track official option): Compression test, cubic inch displacement test, carburetor, intake, heads & valve train inspection, transmission & torque converter inspection, rear end differential inspection, crank & rod inspection.

ALL RULES ARE SUBJECT TO CHANGE THROUGHOUT THE YEAR IN THE INTEREST OF COMPETITION.

END OF MODIFIEDS RULE SECTION